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Approved For Release 2002/06/18 : CIA-RDP74B00836R000300230006-7

ORIG: [REDACTED]
 UNIT: MD/H/OSA
 EXT: [REDACTED]
 DATE: 13 NOV 69

S E C R E T

TO: [REDACTED]
 FROM: [REDACTED]
 CONF: [REDACTED]
 INFO: [REDACTED]

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11	DEFERRED	PRIORITY	CONTROL
12	X	ROUTINE	OPERATIONAL
13		IMMEDIATE	RETRIAL

25X1A

TO: S E C R E T

INFO

SITE

IDEALIST DM-3

1. THE FOLLOWING IS SUBMITTED FOR NECESSARY ACTION FROM THE REPORT OF A RECENT ACCIDENT INVESTIGATION BOARD PERTAINING TO A U-3A THAT HAD ITS NOSE GEAR COLLAPSE WHILE TAXIING AT 15-20 MPH.

A. MOST PROBABLE CAUSE: MATERIAL FAILURE ATTRIBUTED TO AN EXCESSIVELY WORN BEARING, P/N 0841200-18. THE WORN BEARING CAUSED SUFFICIENT SIDE PLAY IN THE NOSE WHEEL TO SET UP A RESONANT FREQ IN THE LOWER SHOCK STRUT. THIS IN TURN CAUSED ENOUGH SIDEWARD SNAKING OF THE NOSE WHEEL TO BUILD UP SUFFICIENT SIDE LOADS TO FAIL THE DRAG LINK AND CAUSE SUBSEQUENT COLLAPSE OF THE NOSE GEAR STRUT.

B. RECOMMENDATIONS:

(1) ESTABLISH A TOLERANCE IN THE TECH ORDERS 1U-3A-2 AND 1U-3A-6 FOR ALLOWABLE PLAY FOR THE NOSE WHEEL SUPPORT WITH THE LOWER STRUT IN THE EXTENDED POSITION. THE ACFT SHOULD BE ON JACKS FOR THIS MEASUREMENT. THIS WOULD PROVIDE

COORDINATING OFFICERS

S E C R E T

RELEASING OFFICER

GROUP 1
 Excluded from automatic
 downgrading and
 declassification

AUTHENTICATING OFFICER

REPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED.

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S E C R E T

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A SIMPLE CHECK OF EXCESSIVE WEAR OF THE SHOCK STRUT BEARINGS WITEOUT
REMOVAL AND DISASSEMBLY OF THE NOSE GEAR STRUT.

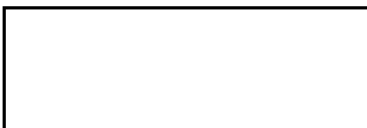
(2) BRING THE CONTENTS OF THIS REPORT TO THE ATTENTION
OF ALL U-3A OPERATIONAL AND MAINTENANCE PERSONNEL.

END OF MESSAGE...

D/O

WP

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